

1 ABSTRACT

2 The present invention provides a multi-phase fuel system for an
3 internal combustion engine. More specifically, when the multi-
4 phase fuel system is applied to a vehicle, the higher
5 volatility (lower boiling temperature) components of fuel are
6 supplied to the engine in a vaporized gaseous form while the
7 lower volatility (higher boiling temperature) components of
8 fuel are supplied to the engine in an atomized liquid form. In
9 this manner, the multi-phase fuel system is capable of
10 providing a more optimum lean air/fuel mixture for better fuel
11 economy and emissions control during normal operating
12 conditions while being able to quickly enrich the fuel mixture
13 in response to sudden increases in load demand.

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